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ment of the Debs overtone to peace yesterday cannot be regarded in the light of a refutation of this assertion.

Mr. John M. Egan and the General Managers' Association should be instructed by their superiors in brains and in the same degree of courtesy to a broken opponent need not be inconsistent even with the policy of masterful railway corporations. The snubbing which the general managers administered to the American Railway Union in the matter of the Debs overtone was a place of honor in the history of the public sentiment that was against the strikers will generally condemn. While there was no call upon the managers to accept any terms dictated by Debs, a diplomatic response to what was certainly a fairly framed proposal of surrender would not have been beneath the managerial dignity, and would have done much to promote the better feeling all around for which everybody must hope.

THE PRESENT OUTLOOK.

The strike is practically over. The "calling off" by President Debs is contingent on certain "conditions." It is true, and he talks about resuming the strike if these conditions are refused. But everybody knows that this would not be possible. After the firm position taken by President Cleveland, and the approval of his action by all parties and by the whole country, it would be a vain task to seek to induce men to renew a struggle whose hopelessness has been demonstrated.

The condition proposed by President Debs is that the strikers who have not been charged with any criminal act shall be taken back by the railroad companies without prejudice. There is probably justice in the position taken by some of the companies that they are bound to retain in their services such men as accepted work on the roads when the strikes took place. But it is very well known that they need men, and especially such as are capable and experienced, and it is not wise for them to practice deception by pretending they have all the hands they want, nor is it good judgment to keep up their refusal to recognize or hold negotiations with any labor organization. A little frank and honest dealing between the roads and the employees would create a better feeling and make strikes less frequent.

As a matter of fact, it is certain that if the troubles wholly cease now it will be a very short time before every good man is back at work. It is also sure that the present feeling, and the determination not to resist the Federal authorities was reached, leans towards the employees rather than the corporations. Not that the sympathetic strike is justified, but it is felt that a better disposition to meet the workmen, especially on the part of the railroad people, would not have been out of place.

The sympathy of the people is not with the corporations in their determined opposition to labor organizations.

ON THE OTHER LEG.

The boat is on the other leg in the United States Courts out West just now. Judge Grosscup yesterday advised the Grand Jury that the duty of the railroad managers, if, as is charged, their conduct has been designed to hinder or obstruct the transportation of the United States mails, it has been alleged that the companies, in order to prove rioting, took pains to make up a train, that was attacked on a Pullman car must at once interfere with the mails. That they have sought to have the mails stopped in several ways in order to secure the protection of the Federal Government.

The Judge charged the jury that if two or more persons conspired to obstruct the transportation of the mails, or to fail to employ men in order to obstruct the transportation of the mails, or of interstate commerce, and to create public sympathy, they are guilty of conspiracy and should be indicted.

Judge Grosscup in San Francisco called the attention of the Grand Jury to the fact that the mails had been interrupted, and charged them that the railroad companies, in view of the seriousness of the situation, were in duty bound to waive temporarily all question concerning the make-up of regular trains, and to do all in their power to get the mails and interstate commerce.

The Judge believed a failure in this duty would come within the purview of the United States statute, and bring the parties within the law of conspiracy. It is proper that the investigations by the Grand Jury should examine both sides of this conspiracy question.

THE GREAT BRIDGE.

The rumor that the construction of the New York and New Jersey Bridge would be obstructed by the ownership of the water-front property between Fifty-ninth and Sixty-ninth streets, by the New York Central and Hudson River Railroad Company, does not appear to have any substantial foundation.

Secretary Swan, of the Bridge Company, disposes of the report very effectually. The Railroad Company does not own the land under water. It only leases it up to the bulkhead line for a term of years. The bridge can cross this land at any point between Fifty-ninth and Sixty-ninth streets on an overhead structure. Besides, the block between Fifty-ninth and Sixty-ninth streets is in the hands of private owners, and may land not only actual use for railroad purposes can be condemned for the purposes of the bridge.

The question of the location of the pier and the length of the span is to be decided by the Board of Expert Engineers, now in session, but the matter of approach does not come within the jurisdiction of that body. It is under control of the State Railroad Commissioners. Everything must have the final approval of the Secretary of War.

The belief has long since prevailed that the extraordinary privileges granted through convenient Legislatures, at the hands of the State and city authorities to the Vanderbilt corporation would eventually be found a stumbling block in the way of the public interests. The attempt to impede the construction of the bridge, however, has not been successful. The bridge is to be built, and the Vanderbilt corporation will be found a stumbling block in the way of the public interests.

The Vanderbilt Railroad Company has done its best to prevent the opening of the channel from river to river, and to secure the privilege of filling up the Harlem River, for the purpose of building its tracks over its bed, to the destruction of all the vast interests of navigation. It is wise for the corporation to seek to obstruct the bridging of the Hudson for its own selfish purposes, against the interests of the whole country.

The attempt to burn the new French ironclad Carnot, which was launched at Toulon yesterday, is attributed to the American consuls in France, who belong to that party that has been arrested on suspicion of being incendiary. It is said that he has confessed, and if report is true he will, no doubt, receive the extreme penalty of the law. France cannot afford to tamper with Anarchy any longer; her losses have been too heavy.

A wild sort of story is circulated in Paris that a plot has been hatched in the United States to explode bombs in the Ellysée Palace, the French Senate Chamber, the Chamber of Deputies and the Palace of Justice. It is said that the bombs were manufactured here and taken over by the conspirators.

This story may well be pronounced a humbug. It is not probable that it has any foundation and Supt. Byrnes would doubtless laugh at it. But it may be well to keep an eye on European passengers with wild eyes and heavy beards, nevertheless, and especially to make an examination of the baggage of suspicious people. It is not comfortable to think that bombs are part of the baggage carried by our passenger European steamers.

FOLKS WHO "DON'T GO IN THE BOAT."

This is the season of accidents on the water. A party goes out sailing or boating, and there is trouble of some sort with the craft, and lives are lost. Sunday claims the majority of the victims of these excursions, because on that day so many have opportunities which the remainder of the week does not afford.

Monday morning passes in Summer that in some neighborhood whispering groups are not gathered discussing with special solemnity the drowning of one or more of their people. They shake their heads sadly and say those Sunday trips are terrible things—there is no much danger in them—so many of them leave, wakes of sorrow and widows and orphans.

In nearly every instance there is somebody who was going on the ill-fated excursion, but who did not go. He tells that the greatest feeling since the termination not to resist the Federal authorities was reached, leans towards the employees rather than the corporations. Not that the sympathetic strike is justified, but it is felt that a better disposition to meet the workmen, especially on the part of the railroad people, would not have been out of place.

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LETTERS

[This column is for everybody who has a complaint to make, or a bit of general interest to discuss, or a public service to acknowledge, and who can put it into 100 words or less. Long letters cannot be printed.]

Love.

To the Editor:

How bright and beautiful is July love. In its glow of moonlight and truth!

How every feeling is mysteriously mineralized, till it doth concentrate black wild, bewildering impulses of the heart.

Level love and mysterious love!

It is the greatest secret of life.

Divinely sweet, the poetry of nature.

Its song is heard in poverty's rust but, in all its varied harmonies, as well.

As in the gorgeous palaces of the rich!

The forest solitude, and the city street, its potent force embellishes not less.

Than it adorns the thronged haunts of man.

And buoy life, its permeating light imparts a brilliancy to every hour.

And its conditions what they say.

Pure and devoted love can never change!

Friendship may wane and trust may fade, but the love that is true endures.

The roses of this world may wither away, and yet the seed that is sown in love will bring forth a harvest of joy.

Will bring the closer, as love leads the storm, and the heart that is true endures.

As a bright "beacon" whose light shall lead the way, out from the threatening gloom, to fairer fields and under happier skies.

Love is the music, mystic, unseen spell, which soothes the wild and rugged tendencies of human nature, and that, lingering about the forehead's blessed serenity, unites in closer bonds society's affections, and the heart that truly loves will have forever.

Not like old ocean's waves, restless, and tossed about by winds and tides, the impression love makes on the heart, abides for there it will abide, remain unaltered, unrepentant and unbroken 'till death do part.

Imperishable and with a steadfast lustre, as the sun's rays, though veiled by clouds, and burst of life's storm-tossed ruck.

And when our fate seems dark and dreary all shall love within its hallowed temple seek Him sanctuary, and there immaculate, and pure, his love will soothe.

As a sacrifice acceptable.

M. R. B.

Philological Peculiarities.

To the Editor:

P. "D. A. M." I would say, you are evidently a learned man, and have noted the many peculiarities in the language of the American people.

While visiting, have you not also heard the children say "Yes, ma'am," and "No, ma'am," and have you not heard these expressions used by the families which are to be "high-toned"?

Who ever heard a child or grown-up person in England use the word, "if it can be called a word," "ma'am," in the sense it is so commonly used here? It is allowable only to the "high-toned" families.

"Ma'am" is another awful abomination. I may just add "your acquaintance," who considers it a mark of ill-breeding to give "please" and "thank you" for courtesies received, must lack the smallest particle of any elegance in manner.

M. A. D.

George Is a Lucky Man.

To the Editor:

Referring to the article signed "George" in a recent issue, I am glad to keep you posted.

Twenty-two months with a young lady, when suddenly she gave him "the go-by." Sad fate, as he thinks, but I think he is more lucky than most of us.

The young lady, who was to be "high-toned," and have you not heard these expressions used by the families which are to be "high-toned"?

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M. A. D.

The Misery of One Home.

To the Editor:

I have been married going on twenty-one years. I have never seen my husband sober only when there were others with him to get him drunk.

He has a good trade. I seldom have known what a week's pay was from him. He has carried away everything he could lay his hands on, until I have had nothing left to live on.

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